

DON'T LET YOUR CAR SMOKE TOO MUCH

Better for You to Stop It Before a Policeman Does.

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It will not be necessary to tell the policeman to "watch my smoke" these days; the chances are he is watching the smoke with designs on your pocket-book if the exhaust is a bit too blue or black and will be calling out to you: "Hey! Turn off that smoke!"

Now that attention is being paid afresh by the police to smoking cars, it is happening every day that some drivers are caught in the meshes of the law when they are not at fault. True, the let up of vigilance has made careless drivers more careless and they ought to be fined. But there are some cases where it is difficult to control the issuance of smoke and it is a shame to see a driver picked up under such circumstances and held equally guilty with the careless man.

Much of the smoke which we see comes from too much lubricating oil being supplied to the engine. This may come from having the reservoir too full, that is with oil above the level indicated by the manufacturer. The remedy would be to draw off the surplus. But the fault may be in the construction, with too much oil fed to the engine even when the reservoir level is normal. This means lowering the level by altering the splash troughs, or narrowing the dipper so there will be less splash.

In some cases it may be found that the cylinders have worn or that the piston rings may be gummed with carbon deposit mixed with oil, or they may have lost their original spring. All these things will permit a large amount of oil to work up into the combustion chamber to burn and cause carbon deposit and smoke. The remedy is to have the cylinders rebored or ground and new pistons fitted; or it may be possible to correct the trouble with special piston rings which take up the wear and keep the excess of oil from the cylinders; for gummed rings cleaning alone is necessary.

Most of the trouble with oil comes when driving at low throttle opening. When touring there is likely to be very little smoke, as the engine is run with fairly wide throttle most of the time. When the same car enters the city where there must be much throttling down, there may be trouble with smoke. The reason is that with a closed throttle the gas drawn in does not fill the vacuum in the combustion chamber and this draws oil past the pistons. The same thing comes when the engine is running idle at the curb for some time, as the exhaust four puts it, "pumping oil."

The trouble is likely to occur more in cool weather than when it is warm and vaporization is perfect, for the engine is more often kept running as it will not cool too much or freeze. Running idle also causes the carburetor to load up, and dense black smoke is the result when the engine is started. Smoke caused by excess of gasoline may be distinguished by its being black, while that from excess oil is blue, and there is always steam issuing from the exhaust and as soon as it strikes cool air it is white. One of the products of combustion in the cylinders is water, which is vaporized and passes out with the exhaust, becoming steam.

As I said, I do not believe that every driver whose car smokes should be hauled up and fined; at the same time the man who habitually does permit it should be taught a lesson, and if fined often enough to decide to remedy the cause it would be profitable for him, since to make the smoke he is burning very expensive oil.

The chief objection to smoking cars is that it is disagreeable to others and is unhealthy. That being the case, the cops should give heed to the great number of cars which do not smoke so that the eye detects it, but do give off excessive quantities of offensive fumes, invisible but more disagreeable and deadly. One of the products of combustion is carbon monoxide, which is deadly, and there are other gases which are particularly objectionable, as every one knows who has walked the city streets. It is easy to detect the car which is extra offensive, for not all give off great volumes of fumes; the engine is started, the throat and make one think harsh things if not actually say them. Not all but much of these excess fumes might be prevented by a proper adjustment of the carburetor and proper instruction in driving.

Now it is not to be expected that the cop will know all the ins and outs of auto smoke and be able to distinguish at a glance the driver who is a wilful offender and the one who is temporarily in trouble, for the fact is he cannot "turn off the smoke" at will. It takes several blocks before the trouble is obviated. The policeman might give a card to be taken up several blocks away, however, to give the driver a chance to show whether he is at fault.

It might be suggested also, since there are some offenders and the cops are expected to pick them up, that the police ought to go to school to an expert in gasoline combustion to learn the ways of smoking cars and how to know the chronic offender from the one who is merely the victim of cold weather and an engine that pumps oil.

A Limited Number of

Quick

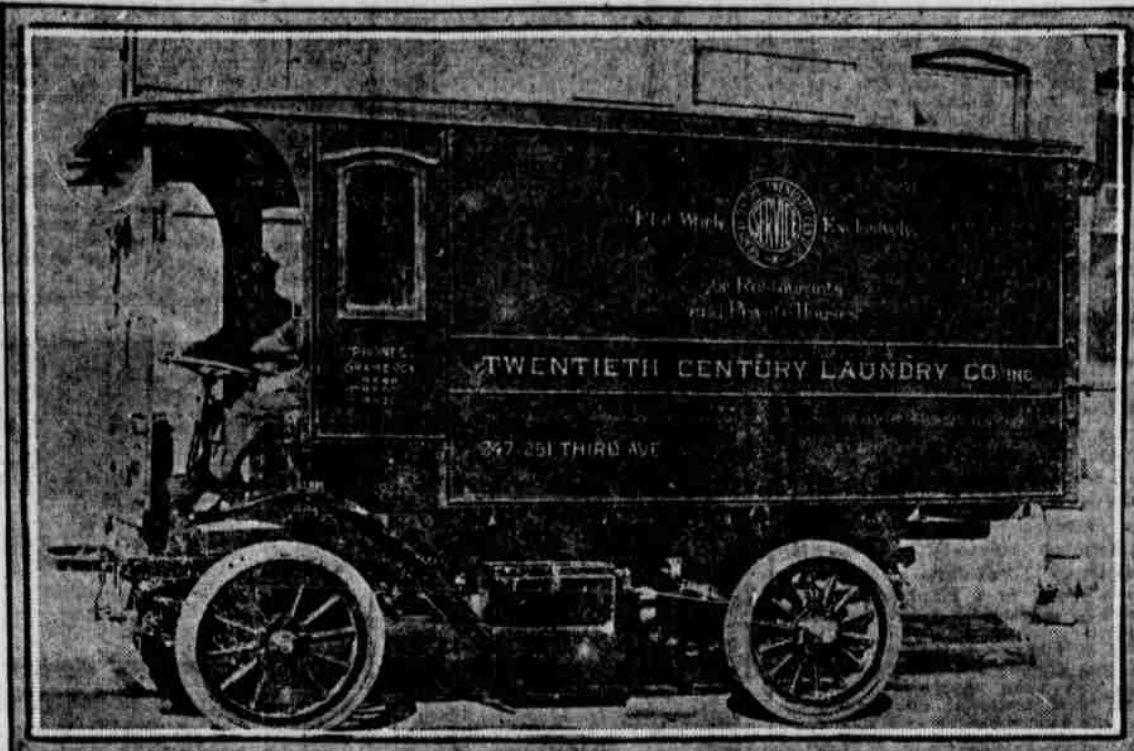
Models at Exceptionally Low Prices

1 1917 D-4-35	at \$650
1 1918 E-4-34	at 750
2 1916 D-4-45	at 750
2 1917 D-4-44	at 750
3 1917 D-4-45	at 775
2 1918 E-4-44	at 1250
4 1918 E-4-45	at 1275
2 1917 D-4-46	at 1300
2 1918 E-4-49	at 1500
1 1919 H-4-44	at 1500
2 1919 H-4-45	at 1500
1 1919 H-4-49	at 1800
1 1918 E-4-46	at 1900

GLIDDEN Motor & Supply Co.

Authorized Exchange Dealers
237-239 West 58th St.
At Broadway.

Better Laundry Service With Autocars.



Good service, economy and advertising prestige were the three factors which caused the Twentieth Century Laundry Company, of 247-251 Third Avenue, New York City, to replace its horse-drawn wagons with trucks, and it is now operating a fleet of five motor trucks, four of which are Autocars. This company is obliged to meet the most exacting service requirements, such as delivery to steamships, which will said on schedule, regardless of whether the laundry is aboard or not. It was the experience of the Twentieth Century Laundry Company also that all customers were expecting better delivery service, which meant that while the horse was able to take care of the trade in former times, it could no longer give the speed and reliability which are now required. The horse also was often seriously retarded by unfavorable weather conditions which have little or no effect on a motor truck.

The Twentieth Century Laundry Company became convinced that they could get the desired improvement in delivery service from motor trucks, and, therefore, when the trucks were put into use, they immediately changed the routing which had been in effect during the horse regime and put it squarely up to the trucks to accomplish more work in less time than had ever been done before. The trucks made good and brought about a great saving in the cost of delivery. The Twentieth Century Laundry Company found, after careful computation, that they were saving from \$9.074 to \$10.139 per mile in the cost of delivery, taking into consideration both long and short hauls with few stops on one and many stops on the other. They also found that one truck would do the work of three horse-drawn wagons. The average run per day for their trucks ranges from forty to fifty miles and the average weekly delivery and collection stops for each of the five trucks run about 600.

The reduction in the number of vehicles necessary to give the usual amount of service was also found to be of the greatest importance at this time because of its direct bearing upon labor costs. The Twentieth Century Laundry Company pays its men from \$35 to \$40 a week, including commissions, but they have found that a truck which will enable their men to do more work in a

given time is a mighty good business investment, even though they have to pay the trucks to accomplish more work in less time than had ever been done before. The trucks made good and brought about a great saving in the cost of delivery. The Twentieth Century Laundry Company found, after careful computation, that they were saving from \$9.074 to \$10.139 per mile in the cost of delivery, taking into consideration both long and short hauls with few stops on one and many stops on the other. They also found that one truck would do the work of three horse-drawn wagons. The average run per day for their trucks ranges from forty to fifty miles and the average weekly delivery and collection stops for each of the five trucks run about 600.

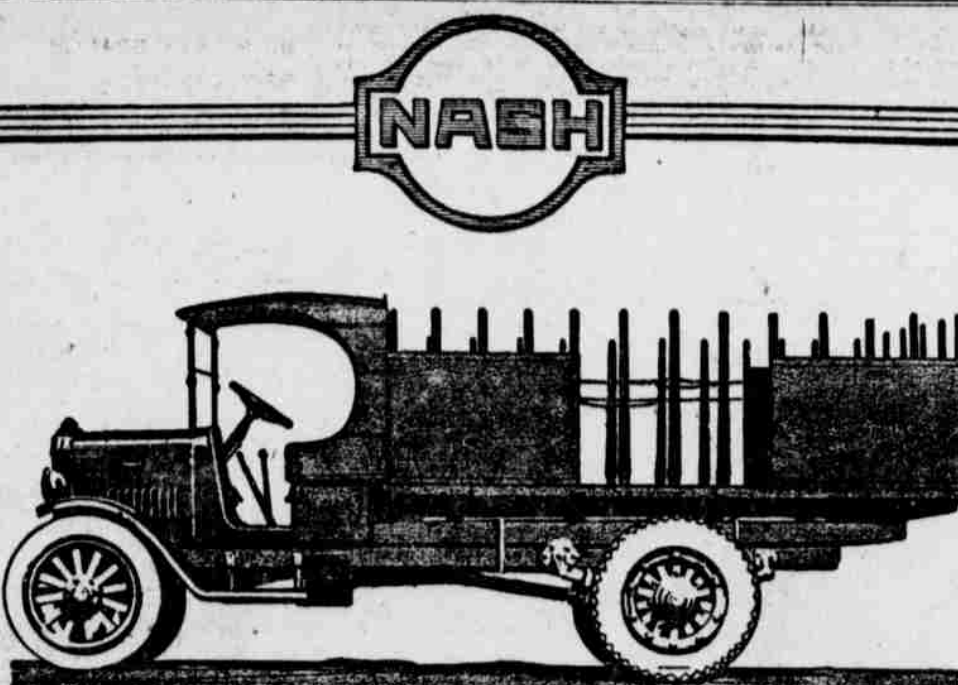
The Star Rubber Company handles only tires of the better grade. The Capitol Auto Exchange has recently opened at 125 West 61st street, New York, right off Automobile Row, where they will have all makes of wheels and parts in stock. The Schaebler Carburetor Company, Inc., makers of the famous Schaebler carburetor, are now located at 88-60 West 61st street, just off Broadway, at Weston Liberty, the general manager, believes this new showroom is the finest of its kind to be found anywhere, as automobiles may be brought right into the place and new carburetors placed thereon immediately. The Star Rubber Company of 1711 Broadway is making a very unusual offer to automobilists. They will take your old tire and make a liberal allowance towards the purchase of a new tire.

Notes of the Row.

The Wire Wheel Exchange has opened a branch at 125 West 61st street, New York, right off Automobile Row, where they will have all makes of wheels and parts in stock.

The Schaebler Carburetor Company, Inc., makers of the famous Schaebler carburetor, are now located at 88-60 West 61st street, just off Broadway, at Weston Liberty, the general manager, believes this new showroom is the finest of its kind to be found anywhere, as automobiles may be brought right into the place and new carburetors placed thereon immediately.

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QUICK AND ECONOMICAL TRANSPORTATION

ASSURING the quality of A Nash truck performance and the stability of the Nash service relationship with owners is the standing in the industry of the big Nash organization itself.

That Nash trucks give dependable service is proved by the fact that they are now being used by such concerns as: The Standard Oil Company; Morris & Company; The Boston Store; of Chicago; The Palmolive Company; and others.

Warren-Nash Motor Corporation

Service, Retail and General Offices: 18-20 WEST 63rd STREET. Salesroom after November Fifteenth: BROADWAY NEAR 64TH STREET.

Telephone Columbus 6370. Brooklyn: L. A. D. Motors Corp., 1491 Bedford Ave. Newark: Newton-Humphreys Co., 520 Broad Street.

NASH TRUCKS

One-Ton Chassis, \$1650 Two-Ton Chassis, \$2250 Nash Quad Chassis, \$3250
Prices F. O. B. Kenosha (8819)

NASH CO. SHOWS AMAZING GROWTH

Enlarge Kenosha Plant and Build New Factory in Milwaukee.

The announcement coming out of Kenosha that the Nash Motors Company, which has been in business only three years has outgrown the facilities of its present large factory and has been forced to build another factory in Milwaukee for the manufacture of a new Nash four cylinder car is one of the most interesting since the early days of the industry when the phenomenal growth was the rule rather than the exception. The Nash growth is all the more remarkable when it is remembered that during practically two of those years the country was at war and business conditions abnormal.

The present Kenosha factory, one of the largest and best equipped in the industry, in the second year under the Nash regime did a volume of upwards of \$47,000,000 worth of business. Its output for the current fiscal year is 40,000 passenger cars and 5,000 trucks. Yet this manufacturing capacity is entirely inadequate to keep pace with the increasing demand for Nash products.

Speculation as to the details of the new four cylinder car is evidently widespread judging from the volume of inquiries from all parts of the country now being received at the Kenosha factory. Interest in this new car is apparently just as great as was that preceding the appearance on the market of the present Nash Six. From the tone of the letters and inquiries coming into the Nash factory it is evident that the unusual success of the Nash Six in the hands of the public during the last three years has caused it to be taken for granted that the new Nash Four will be a real leader in its class, and that it will be in every way up to high Nash standards. Particular interest is being shown in the type of motor which will form the power plant for this new car. Forty acres of ground have been purchased in Milwaukee and contractors are already at work erecting a factory there for the exclusive manufacture of the four cylinder car. It is expected that this Nash plant will be finished well within a year and that the new car will be in production some time before September 1, 1920.

The new Milwaukee factory will comprise a power plant, foundry, machine shop, drop floor department, body building plant and sheet metal plant. When finished it will be equipped to build Nash Fours in as large a volume as Nash Sixes are now being built in the Kenosha factory. The cost of the Milwaukee plant will run into the millions and it will ultimately be as great a manufacturing institution as the present factory at Kenosha.

New Maxwell Truck Here.



This is the new type Maxwell one and a half ton worm drive truck, which is commanding considerable attention in New York.

The truck is substantially constructed throughout in every detail and comes

TRUCKS MAKE SHOW POSSIBLE

An example of the "ship by truck" plan and how it works out in an emergency is to be found in the New York Food Show, which opens to-morrow, Monday, in the Twelfth Regiment Armory, Manhattan, for a two weeks' run. The expressmen strike, longshoremen strike, and several others would practically have paralyzed this show and precluded its opening had not the exhibitors made use of the motor truck in the emergency.

The manufacturers of a high grade motor truck, built in one ton, one and one-half ton and two and one-half ton models and backed by national advertising, are seeking an energetic, reliable distributor for New York and vicinity. Might also make separate arrangements for Brooklyn and Long Island.

Inquiries are invited. Address M., Box 129, New York Sun.

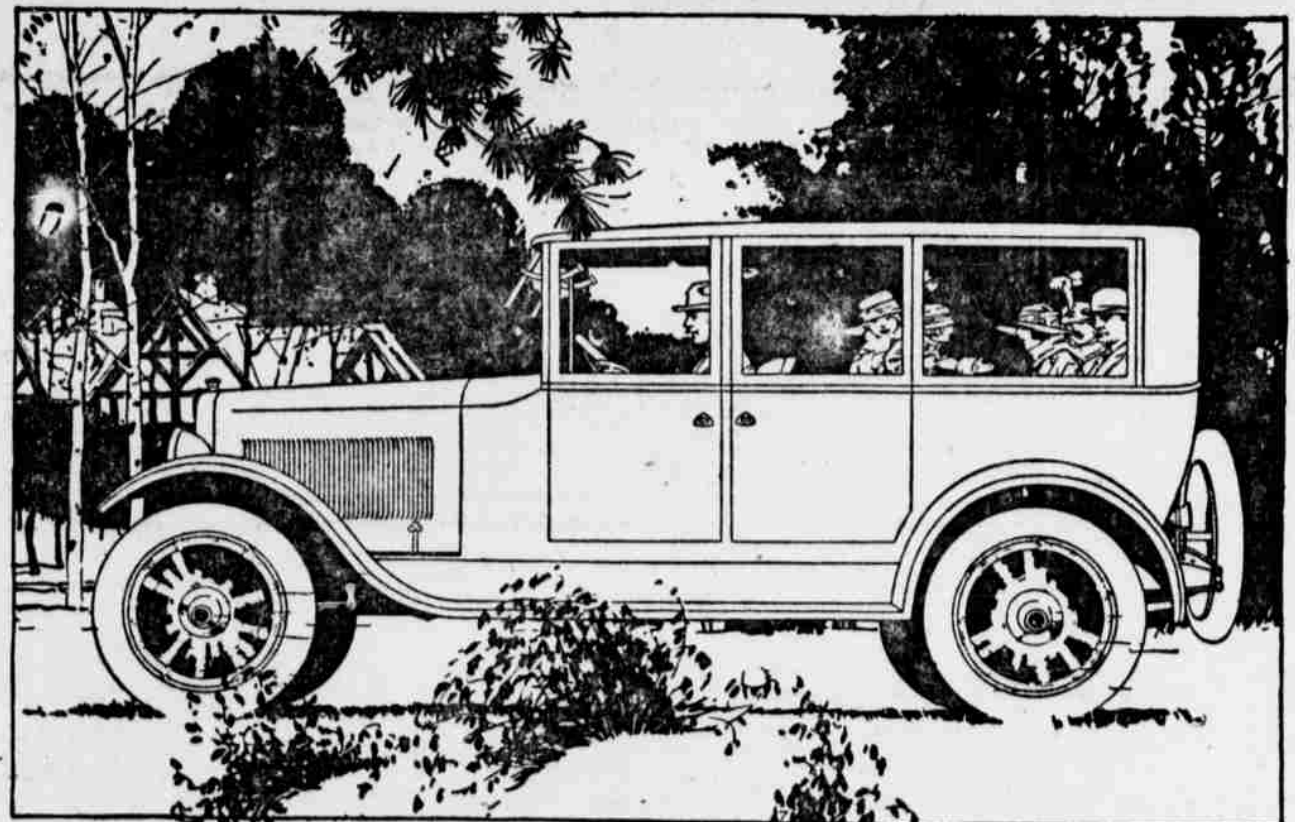
Big Annual Fall Clearance Sale 25% REDUCTION Re-Conditioned Cars Like New

ALL LATE MODELS
STUDEBAKERS, HUDSON, BUICK,
VELIE, PAIGE, MITCHELL,
OVERLAND, DODGE
OAKLAND and Others

Sale Starts Monday, Nov. 3d
at 9 A. M. and continues for
one week only as usual

REBUILT CAR DEPARTMENT
Studebaker Corp. of America
1751 Broadway :: Corner 56th Street

CHANDLER SIX Famous For Its Marvelous Motor



The Most Popular Car for All Seasons

THE family chauffeur, very generally, is going into other fields nowadays. For the family type of closed car has come to stay. It has come to stay and multiply, because it has so well established its place in life.

Expressive of the very best development of the modern closed car is the new series Chandler Sedan—handsome, dignified, beautifully finished and furnished, and most comfortable in all seasons.

This new body reflects the master coach-builder's art and skill in every detail of its design and workmanship. The window posts are a permanent part of the body, adding to its strength and quietness, though the windows may be open or closed or adjusted just as the weather or the wish may dictate. A solid front seat increases the strength of the body. The interior is upholstered in silk plush, and the handsome fittings are of dull silver finish. Seven persons are seated in perfect comfort, or five when the auxiliary chairs are not in use.

The Chandler Car is the most closely priced fine car in America, and a good many people know it. Your early order would serve you against disappointment.

SIX SPLENDID BODY TYPES

Seven-Passenger Touring Car, \$1795 Four-Passenger Roadster, \$1795
Seven-Passenger Sedan, \$2795 Four-Passenger Dispatch Car, \$1875
Four-Passenger Coupe, \$2695
(All Prices f. o. b. Cleveland)

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INCORPORATED
1884 Broadway at 62nd Street

Elsie Motor Co.,
Concourse at 188th St., Bronx
W. C. D. Motor Car Co.,
Newark

Farrell Auto Co.,
Brooklyn
Hudson Boulevard Garage,
Jersey City

CHANDLER MOTOR CAR COMPANY

CLEVELAND, OHIO